

**31 MARCH 2003**



**Space, Missile, Command and Control**

**FLIGHTLINE DRIVING AND CONTROLLED  
AREA PROCEDURES**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This instruction implements AFD 13-2, *Air Traffic Control, Airspace, Airfield, and Range Management*, and establishes procedures and guidelines for all personnel using the Peterson Air Force Base (PAFB) flightline. This instruction is consistent with guidance provided in AFI 13-213, *Airfield Management*, and AFSPC supplement 1 thereto; AFI 31-101, *The Air Force Protection Program*, and 21 SW Supplement 1 thereto. This instruction supplements guidance contained in AFJMAN 24-306, *Manual for the Wheeled Vehicle Driver*; AFI 24-301, *Vehicle Operations*, and AFI 32-1042, *Standards for Marking Airfields*. It applies to all military personnel, DoD civilian employees, civilian contract and vendor personnel, and Air Force Reserve personnel with a need to perform official duties on the flightline. Maintain and dispose of records created as a result of prescribed processes in accordance with AFMAN 37-139, *Records Disposition Schedule* (will become AFMAN 33-322 Vol. 4).

**SUMMARY OF REVISIONS**

This revision updates procedures for issuance of AF Form 483, **Certificate of Competency**; prescribes procedures for the reporting and documentation of flightline driving violations; adds a diagram depicting airfield signs and markings; updates procedures for color vision testing; prescribes procedures for cell phone use on the flightline; prescribes 21 SW Form 202, **Temporary Flightline Authorization Pass**; and makes various administrative changes. A bar ( | ) indicates a revision from the previous edition.

**1. Terms Explained:**

- 1.1. Flightline – Refers to the PAFB Military Ramp only (see [Attachment 4](#)).
- 1.2. Apron/Ramp – An area designed for loading or unloading passengers and/or cargo, refueling, parking, and maintenance of aircraft.

1.3. Aircraft Operations Areas (AOA) – Refers to all City of Colorado Springs Municipal Airport areas used for landing, takeoff or surface maneuvering of aircraft. Aircraft Operating Areas are controlled and monitored by the Federal Aviation Administration (FAA) Air Traffic Control Tower (ATCT). Runways and taxiways are considered by the FAA ATCT to be “aircraft movement areas,” while aprons and ramps are considered “non-movement areas.” This excludes the PAFB Military Ramp.

1.4. Restricted Area – PAFB has two restricted areas that are designated by painted red lines and painted signs identifying them as restricted areas (see [Attachment 4](#)).

1.5. Foreign Object Damage/Debris (FOD) – Any object (i.e. rocks, hats, tools, trash, etc.) on the flightline that poses a potential hazard and could cause damage to an aircraft.

1.6. Federal Aviation Administration Control Tower – The controlling agency for all aircraft and vehicle movement on the AOA.

1.7. Privately Owned Vehicle (POV) – Any privately owned and registered vehicle.

1.8. Vehicle Control Officer (VCO), Vehicle Control Noncommissioned Officer (VCNCO) and Flightline Driving Instructors – VCOs/VCNCOs are individuals who have been appointed in writing by their unit commander to administer the unit’s flightline driving program. Flightline Driving Instructors are individuals who have been appointed in writing by their VCOs/VCNCOs to conduct flightline driver training.

1.9. Controlled Area – The PAFB flightline and the AOA. Airfield Management monitors the military flightline while the FAA ATCT and the City of Colorado Springs Airport Operations monitors the AOA.

## 2. Responsibilities:

2.1. General – Only vehicles necessary to support flightline activities are authorized on the flightline. There is a clear and present danger to aircraft and ground personnel due to high intensity aircraft and vehicle traffic, therefore exceptional precision is required while conducting vehicle operations on the flightline. The flightline is a potentially hazardous area where carelessness and disregard for safety cannot be tolerated. All personnel operating a vehicle on the flightline will possess a valid AF Form 483, **Certificate of Competency**, stamped “Peterson AFB Ramp Only”.

### 2.2. Unit Commanders:

2.2.1. Will appoint all VCOs/VCNCOs in writing and forward a copy of the appointment letter to Airfield Management (21 OSS/OSA). Commanders will ensure that an updated appointment letter is sent to Airfield Management no later than 30 days prior to the replacement of VCOs/VCNCOs to ensure adequate training time is allotted.

2.2.2. Certify that personnel are qualified to drive on the flightline by signing the Flightline Driver Training and Certification Letter (see [Attachment 1](#)) authorizing individuals to drive on the PAFB flightline. (Authority may be delegated in writing to unit VCO/VCNCOs; a copy of the delegation letter will be forwarded to Airfield Management Operations).

2.2.3. Limit the number of personnel authorized to drive on the flightline to the absolute minimum necessary to accomplish the mission.

2.2.4. Flightline driving privileges are automatically revoked upon suspension/revocation of base driving privileges. Only the Host Wing Commander/Mission Support Group Commander can reinstate flightline driving privileges to perform critical mission essential duties. Unit Commanders will ensure the Deputy Chief, Airfield Management (DCAM) and unit VCOs/VCNCOs are notified of the suspension/revocation in writing.

2.2.5. Certify POV justification letters.

2.3. Deputy Chief, Airfield Management or designated representative:

2.3.1. Manages the flightline driving program.

2.3.2. Develops the training program to be provided to the unit VCO or VCNCO.

2.3.3. Reviews unit commander's certification letters and approves requests for flightline driving authorization.

2.3.4. Performs periodic spot-checks of personnel driving on the flightline to ensure they comply with flightline driving procedures.

2.3.5. Issues POV flightline decals to individuals who have a justifiable reason for driving a POV on the flightline (see [Attachment 2](#)). POV authorizations will be restricted to mission essential requirements and will not be issued for individual convenience. For the purpose of obtaining a flightline decal, the POV must be registered on base with the security forces prior to approval by the Deputy Chief, Airfield Management. Flightline decals must be renewed annually (see [Attachment 3](#)).

2.3.6. Revokes or suspends flightline driving privileges for any individuals violating proper flightline driving procedures (see [2.3.9.3](#)). Continued violations by members of the same organization will warrant a review of the unit's driver training program as soon as practical. (**NOTE**: All revoked driving privileges will require automatic retraining, recertification and re-testing to include re-accomplishing the flightline driver training and certification letter and documenting the AF Form 483).

2.3.7. Conducts quarterly reviews of selected unit flightline driver training programs and provides a report to the unit commander.

2.3.8. Provides all contractor personnel with local flightline procedures briefing (see [3.1.1.1](#) through [3.1.1.8](#)). This briefing will be documented on the TDY/Contractor Briefing Certification Sheet (see [Attachment 6](#)). As a minimum, the documentation must indicate the date of the briefing, individual's name and rank, and training on local procedures. Issues a 21 SW Form 202, **Temporary Flightline Authorization Pass**, and logs the information in the temporary flightline authorization pass book located in Airfield Management Operations, for any vehicle or equipment, as necessary, operating on the flightline. **NOTE**: Permanent contractors must meet the same certification requirements as assigned military/DoD personnel.

2.3.9. Maintains documents on all military runway, taxiway and controlled movement area (CMA) violations, actions taken, and maintains the results for the current and previous calendar year. All airfield violations will be briefed at the Airfield Operations Board (AOB) and documented in AOB minutes.

2.3.9.1. Reporting of runway, taxiway and CMA violations are the responsibility of the City of Colorado Springs (COS) Airport Operations division.

2.3.9.2. COS airport operations will report any violations involving PAFB personnel to the 21 SW/SE (Flight Safety) office and Airfield Management Operations.

2.3.9.3. Reporting and documentation of flight line driving violations. Airfield violations involving PAFB personnel will be immediately reported to Airfield Management Operations and documented on AF Form 651, **Hazardous Air Traffic Report (HATR)**, for violations adversely impacting flight operations (arrivals, departures, etc.) or AF Form 457, **USAF Hazard Report**, for violations not impacting flight operations. AF Form 651's will be forwarded to 21 SW/SE for action. AF form 457's will be forwarded to 21 SW/SE when circumstances surrounding the incident cannot be corrected immediately. All violations will be reported to the Chief, Airfield Management (CAM) for immediate action to correct the problem or for interim control measures to be applied. All violators' AF Forms 483 will be immediately revoked (flightline driving privileges revoked) and the DCAM, individual's Unit Commander, and VCO/VCNCO will be notified of the revocation as soon as possible (when possible, the DCAM will notify the Unit Commander and VCO/VCNCO). As a minimum, all revoked driving privileges will require automatic retraining, recertification and re-testing to include re-accomplishing the flightline driver training and certification letter and documenting the AF Form 483.

2.3.10. Briefs Temporary Duty (TDY) personnel who must operate vehicles on the PAFB flightline on local procedures (see 3.1.1.1. through 3.1.1.8.). If TDY personnel are in support of a local agency, then the host VCO/VCNCO will conduct the training. This briefing must be documented on the TDY/Contractor Briefing Certification Sheet (see Attachment 6) and maintained during the length of the TDY. As a minimum, the documentation must indicate the date of the briefing, individual's name and rank, and training on local procedures. TDY personnel must possess a valid AF Form 483 endorsed for flightline driving at their base of assignment; otherwise they will be required to complete all training requirements prior to operating a vehicle on the flightline.

#### 2.4. VCO/VCNCO:

2.4.1. Must be trained and certified to drive on the flightline by Airfield Management.

2.4.2. Administers the unit flightline driving program IAW AFI 13-213, Chap 4, and 21 SWI 13-213.

2.4.3. Ensures trainees have a valid state and/or government driver's license. Ensures trainees can distinguish between red, green, white, yellow and blue. (**NOTE:** contact Base Clinic for color vision testing). For those individuals that cannot pass the color vision test a "limited access" permit may be issued based on evaluation by the DCAM, Base Clinic and Safety Office. Individuals that cannot pass the color vision test will not be granted access into controlled movement areas. Color vision testing is not necessary for those individuals who will not be operating in controlled movement areas.

2.4.4. Maintains all personnel lists, records, and associated forms.

2.4.5. Notifies the Unit Commander and Deputy Chief, Airfield Management in writing after revoking an individual's flightline driving privileges, if for reasons other than outlined in paragraph 2.2.4. (see 2.3.9.3.). Ensures individual is retrained and retraining is documented (see 2.3.6. and 2.3.9.3.) prior to the individual resuming flightline driving duties.

2.4.6. Ensures their replacement is trained and certified to drive on the flightline at least 30 days prior to the replacement assuming unit VCO/VCNCO duties. Schedules initial training with Airfield Management and notifies unit commander of completed training.

2.4.7. Ensures unit personnel are qualified to drive appropriate types of vehicles.

2.4.8. Ensures applicants score an 80% or higher (corrected to 100%) on the flightline driver's test. Re-tests all applicants with test scores below 80%.

2.4.9. Conducts annual refresher training and documents it on each individual's AF Form 483.

### 3. Procuring Flightline Driving Authorization:

3.1. Prerequisites for Flightline Driving: All drivers must possess a valid state and/or government driver's license, have a Flightline Driving Training and Certification letter on file (see [Attachment 1](#)), and possess a stamped AF Form 483 prior to operating a vehicle on the flightline. Individuals will complete all prerequisites and bring their completed Flightline Driving Training and Certification letters and AF Form 483's to Airfield Management Operations (Bldg. 122) during normal operating hours (Monday through Sunday, 0600 – 2200). Airfield Management Operations personnel will ensure the above forms are properly documented and completed. They will then sign the Flightline Driving Training and Certification letter, stamp the AF Form 483 with the "PAFB Ramp Only" stamp, issue a certificate number (next in sequence on the flightline license issue log) and record the information on the flightline license issue log located in the Airfield Management Operations section.

3.1.1. Higher Headquarters Visitors and Inspectors. Higher Headquarters visitors and inspectors need not complete the PAFB flightline training program provided they possess a valid AF Form 483 stamped for their home base flightline. These individuals will receive an in-depth briefing (documented on the TDY/Contractor Briefing Certification Sheet) from the host VCO/VCNCO on local flightline operations before driving on the flightline. Personnel without proof of flightline certification will be required to complete the entire Peterson AFB flightline driving program. This briefing must include as a minimum:

3.1.1.1. Peterson AFB flightline boundary limits. Particular attention to Bravo Taxiway must be emphasized.

3.1.1.2. Entry Control Points (ECPs) and restricted areas.

3.1.1.3. Distinguished Visitor (DV) aircraft operation locations.

3.1.1.4. FOD checks.

3.1.1.5. Fire station mandatory stop areas.

3.1.1.6. Aero club mandatory stop areas.

3.1.1.7. Driving lane location, traffic flow direction and yielding procedures.

3.1.1.8. Speed limits.

3.2. Training – All base assigned and tenant unit personnel with a requirement to drive on the flightline are required to complete the PAFB flightline driver training program. This program consists of academic training, a day and night orientation ride, and a written examination administered by the unit VCO/VCNCO (The written examination will be provided by the Deputy Chief, Airfield Management to all VCO/VCNCOs).

3.2.1. The academics and orientation rides will be comprehensive; as a minimum they will cover the following subjects:

3.2.1.1. FOD prevention. Checking tires for FOD prior to operating the vehicle on the flightline, and insuring tires are checked when vehicle is driven off paved flightline surfaces prior to reentering paved flightline surface.

3.2.1.2. Procedures for approaching an aircraft during the day or night to include daytime running lights (DRL).

3.2.1.3. Traffic flow procedures including driving lane locations, mandatory stop and yield areas, accident reporting and vehicle parking on flightline.

3.2.1.4. Chocking requirements. Vehicles will be chocked if left unattended for any reason.

3.2.1.5. Restricted Areas, Controlled Areas and Local Airfield Restrictions.

3.2.1.6. Extreme caution will be used while operating within the Distinguished Visitor's aircraft operating area. (Protocol will brief DV pick-up drivers and baggage truck drivers on operations in this area).

3.2.2. Night and inclement weather driving conditions. During periods of extremely low visibility flightline driving will be limited, to the maximum extent possible, to mission essential duties only.

3.2.3. Speed Limits on PAFB Flightline.

3.2.3.1. General Purpose Vehicles will not exceed more than 15 miles per hour (MPH).

3.2.3.2. Special Purpose Vehicles will not exceed 10 MPH.

3.2.3.3. All vehicles are restricted to 5 MPH or less when operating in the aircraft parking areas.

3.2.3.4. During actual emergencies responding vehicles may exceed the above speed limits, with caution, and only when necessary to save lives and/or property. During exercises/training, under no circumstances are responding vehicles authorized to exceed 15 MPH.

3.2.3.5. Snow and ice removal equipment may be driven at the recommended speeds (30-40 MPH), depending on snow depths, to perform snow and ice removal from the airfield. Significantly reduced speeds (10-20 MPH) and caution must be used within 25 ft of aircraft.

3.2.3.6. Airfield Management Operations vehicle(s) may be driven at the recommended speeds (20-30 MPH) when conducting Ramp Condition Reading (RCR) Checks.

3.2.4. Cell phones will not be used while operating a vehicle on the flightline, except under the following circumstances:

3.2.4.1. If vehicle operators must use a cell phone on the flightline, they will stop the vehicle (ensuring they are out of the way of aircraft and vehicle traffic) prior to using the phone.

3.2.4.2. When near aircraft being serviced with fuel or oxygen, cell phones should not be used within the distances listed below, unless otherwise specified in the appropriate Technical Order or guidance for the particular operation.

Within 50 feet of any pressurized aircraft fuel or oxygen servicing components.

Within 25 feet of any aircraft fuel vent outlet during fuel transfer.

Within 10 feet of any aircraft fuel vent outlet - unless the cell phone is intrinsically safe.

**4. VCO, VCNCO, and Flightline Driving Instructor Qualification.** The following are minimum requirements for VCO/VCNCOs and flightline driving instructors:

- 4.1. Successfully completed the PAFB Flightline Driving Training Program.
- 4.2. Thoroughly familiarized with the following:
  - 4.2.1. AFI 13-213 (Chapter 4)
  - 4.2.2. PAFB Flightline Drivers Training Guide
  - 4.2.3. 21 SWI 13-213
  - 4.2.4. AFI 24-301, *Vehicle Operations*
  - 4.2.5. AFOSHSTD 91-100, *Aircraft Flightline – Ground Operations and Activities*
  - 4.2.6. AFJMAN 24-306, *Manual for the Wheeled Vehicle Driver*

## 5. Operating Procedures:

5.1. Flightline Entry Points: The flightline has 28 gates (see [Attachment 4](#)). All gates, except the following, are kept permanently closed. (**NOTE:** During increased Force Protection Conditions [FPCONs] it may be necessary to close gates that are normally kept open, check with Airfield Management Operations to verify which flightline gates are open during increased FPCONs.) It must be coordinated with the Security Forces and Airfield Management Operations prior to opening any gates not listed below.

- 5.1.1. Gate 1: Open 0700L-1700L (Mon – Fri).
- 5.1.2. Gate 8: Open upon 21 SW/CCP request.
- 5.1.3. Gate 10: Open upon 21 SW/CCP request.
- 5.1.4. Gate 11: Open during daylight hours, 7 days a week.
- 5.1.5. Gate 14: Open 0600L-2200L (Entrance Only).

5.2. Drivers must understand standard traffic flow procedures, including driving lane locations, mandatory stop and yield signs, accident reporting and vehicle parking on flightline.

5.2.1. There is a marked (in yellow paint) two-way traffic lane that runs East and West from Gate 1 to the east end of the 302 AW parking ramp. The ramp east of the 302 AW parking ramp is unmarked. Use caution between hangars 140 and 133 due to Aero Club activity. Also use caution in front of Base Operations (Bldg. 122) due to DV activity.

5.2.2. Government employees, when on official business, may ride a bicycle on the flightline driving lane that runs parallel to the hangers. Bicycles are PROHIBITED on the aircraft movement areas. EXCEPTION: 302 AW may operate unit owned bicycles on their portion of the ramp. These bicycles must have a permanently affixed plaque identifying the unit.

5.2.3. AIRCRAFT WILL ALWAYS HAVE THE RIGHT-OF-WAY OVER ALL VEHICLES. NEVER CROSS THE PATH OF A MOVING AIRCRAFT. Yield to the right of aircraft approaching head-on. Always wait until a taxiing aircraft has cleared your path, before proceeding, then

pass to the rear. All aircraft create “jet blast” or “prop wash,” do not come any closer than 200 feet behind, or 25 feet in front of, an aircraft whose engines are running.

5.2.4. Maintain a minimum of 10 feet distance from parked aircraft, unless servicing the aircraft. Vehicles operating closer than 10 feet must have a spotter outside the vehicle. Vehicles will not drive under any portion of an aircraft, between parked aircraft and its loading gate, or under passenger loading walkways at any time.

5.2.5. Always approach aircraft from a direction the pilot can see you. Pilot’s view of the ground area is very limited immediately in front of and adjacent to the sides of the aircraft. Their view of any areas behind the wings is non-existent. Vehicles must be driven with the driver’s side of the vehicle towards the aircraft.

5.2.6. When an aircraft is approaching your vehicle at night, stop and turn off your headlights, but leave your parking lights on, until the aircraft passes you. Know how to turn off daytime running lights (DRL).

5.2.7. Any accident on the PAFB flightline will be reported to the Deputy Chief, Airfield Management, 21 SW/SE, 21 SFS/CC, and 21 OSS/CC.

5.2.8. Runway/Taxiway Incursions. A potential for a serious mishap exists if a vehicle enters a runway or taxiway without proper clearance. The FAA can impose up to a \$10,000 fine for an incursion. Therefore, no one will proceed onto a runway, taxiway or a controlled movement area without two-way radio contact with, and approval from the FAA ATC Tower, and a valid Security Identification Display Area (SIDA) badge (issued by the City of Colorado Springs Airport) or under the escort of personnel possessing a SIDA badge. Personnel authorized to drive on runways/taxiways must be totally familiar with airfield signs and markings (see attachment 5).

## 6. Controlled Area Procedures:

6.1. The PAFB flightline has been designated as a controlled area due to the high value and security requirements of the aircraft resources located on it. There are two designated restricted areas (see [Attachment 4](#)) within the controlled area. The controlled area extends from the flightline fence southwest to the taxiway Bravo marker line. The northern boundary is the end of the hard surface near buildings 160 and 162. The southern boundary is end of the hard surface at the 302<sup>nd</sup> engine test stand. The rest of the airport operating area falls under the operational control of the City of Colorado Springs Airport and meets the security requirements of the Federal Aviation Administration. Authorization to be in the PAFB controlled or restricted areas does not extend to the AOA. Authorization into the PAFB controlled area does not constitute approval for entry into restricted areas. Access to restricted areas is a separate approval process through the Security Forces Pass and I.D. office.

6.2. Photography is prohibited on the flightline unless coordinated with and approved by the Public Affairs Office, Airfield Management and Security Forces. Personnel requiring photography privileges on a continuous basis may submit a letter to the Public Affairs Office (who will coordinate with Airfield Management and Security Forces) justifying this requirement.

6.3. Building custodians of hangars are responsible for protecting their hangars IAW AFPAM 32-1004.

6.4. Hangars that have protection level (PL) aircraft in them are considered controlled areas and will be protected as a PL 4 resource. Air Force Visual Aid (AFVA) 31-203, *Controlled Area Sign*, will be

displayed on all entrances to these hangar bays in a manner that warns an individual prior to entry into the hangar bay.

6.4.1. EXCEPTION: Hangars that contain PL aircraft in them for maintenance will retain the original PL if the aircraft can be upgraded to mission capable (flyable) status within 72 hours. Aircraft in maintenance that retain their original PL will be protected accordingly.

6.5. Hangars that do not have priority aircraft in them are not considered controlled areas.

6.6. Flightline gates and combinations will be controlled by Airfield Management who will in-turn provide combinations to the Security Forces and the Fire Department. Combinations will be changed semi-annually. All gates will remain closed and locked, except for those gates identified in paragraph 5.1. Requests for gates to be opened will be made through the Security Forces Base Defense Operations Center (BDOC). Agencies that have requested gates to be opened are responsible for notifying the BDOC when the gates are closed and secured. The following agencies will be provided combinations to the following gates, and are responsible for ensuring gates are closed and locked when not in use or during appropriate FPCONs:

6.6.1. Aero Club: gate 4P.

6.6.2. 302 AW: gates 12-16P.

6.6.3. 721 MCCC: gates 22P-26.

6.6.4. 39 Aerial Port Squadron: gates 17-21P.

6.6.5. 21 SW/CCP: gates 8 and 10.

6.7. Training. Controlled area training must be accomplished annually. The controlled area monitor (21 OSS/OSA) will send notification to each hangar facility manager, who in-turn, will accomplish and document training and forward a copy of the documentation to the controlled area monitor. Training must include the following areas:

6.7.1. Controlled area boundaries.

6.7.2. Entry Control Point markings.

6.8. Aircraft operations and flightline vehicular driving after normal airfield operating hours (2200L-0600L) must be coordinated with the Security Forces BDOC. Base and tenant flying units are responsible for coordinating their respective after hour operations. Airfield Management Operations will notify the BDOC of any known aircraft after hour activity.

## 7. Form Prescribed. 21 SW 202, Temporary Flightline Authorization Pass

DIANN LATHAM, Colonel, USAF  
21SW, Vice Commander

**Attachment 1**

**MEMORANDUM FOR: 21 OSS/OSA**

FROM:

SUBJECT: Documentation of Flight Line Driver Training and Certification

1. Request the following individual be granted flightline driving privileges:

Name/Rank: \_\_\_\_\_  
 Unit: \_\_\_\_\_  
 Duty Phone: \_\_\_\_\_  
 Civilian License#: \_\_\_\_\_  
 State of Issue: \_\_\_\_\_  
 Restrictions: \_\_\_\_\_

2. The above individual has been certified on the following items:

TRAINING ITEM	DATE	TRAINER	TRAINEE
Flightline Driver Training (Classroom)	_____	_____	_____
Day Flightline Orientation/Trng (Practical)	_____	_____	_____
Night Flightline Orientation/Trng (Practical)	_____	_____	_____
Flightline Driver Test (Written)	_____	_____	_____

3. This letter will be retained by the unit VCO/VCNCO until individual is reassigned.

\_\_\_\_\_  
 Unit Commander or Designated VCO/VCNCO

1<sup>st</sup> Ind, 21 OSS/OSA

MEMORANDUM FOR:

Approve/Disapprove Flightline Driving Authorization.

\_\_\_\_\_  
 Airfield Management

**Attachment 2**

**MEMORANDUM FOR 21 OSS/OSA**

FROM: (Your Unit)

SUBJECT: Request for Flightline POV Decal

1. Request (Rank/Full Name/Organization/Duty Section) be provided a POV flightline Decal. The following vehicle information is provided:

MAKE	MODEL	YEAR	COLOR	LICENSE PLATE#	STATE	BASE DECAL#
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2. Justification

3. Address any questions to (Rank/Name) at (Phone#).

(Commander's Signature Block)

**Attachment 3**

**MEMORANDUM FOR 21 OSS/OSA**

FROM: (Your Unit)

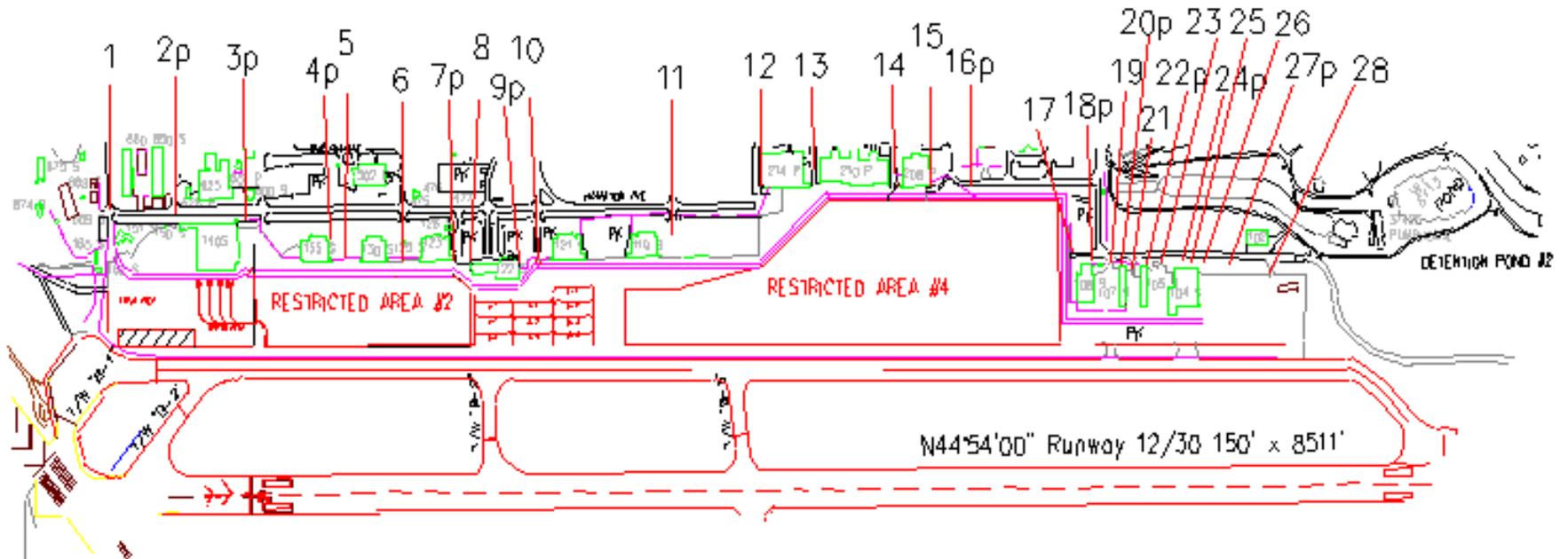
SUBJECT: Annual Recertification of Flightline POV Decal

1. (Rank/Full Name/Organization/Duty Section) still requires a POV flightline decal. Please reissue a current decal based on the information in the original justification letter.
2. Address any questions to (Rank/Name) at (Phone#).

(Commander's Signature Block)

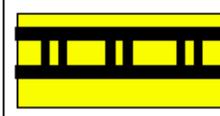
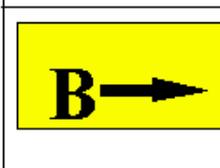
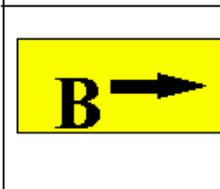
Attachment 4

PETERSON AFB FLIGHTLINE.



## Attachment 5

## AIRFIELD SIGNS AND MARKINGS.

<u>EXAMPLE</u>	<u>TYPE OF SIGN</u>	<u>PURPOSE</u>	<u>APPLICATION/LOCATION</u>
	MANDATORY: HOLD POSITION FOR RWY/TWY INTERSECTION	DENOTES ENTRANCE TO RWY FROM TAXIWAY	LOCATED <u>L SIDE</u> OF TWY WITHIN 10' OF HOLD POSITION
	MANDATORY: HOLD POSITION RWY/TWY INTERSECTION	DENOTES INTERSECTION RUNWAY	LOCATED <u>L SIDE</u> OF RWY PRIOR TO INTERSECTN, & <u>R SIDE</u> IF RWY MORE THAN 150' WIDE, USE AS TWY, OR HAS "LAND, HOLD SHORT" OPS
	MANDATORY: HOLD POSITION FOR RWY APPROACH AREA	DENOTES AREA TO BE PROTECTED FOR AIRCRAFT APPROACHING OR DEPARTING A RUNWAY	LOCATED ON TWYS CROSSING THRU RWY APPROACH AREAS WHERE AN AIRCRAFT WOULD ENTER AN RSA OR APPROACH DEPARTURE AREA
	MANDATORY: HOLD POSITION FOR ILS CRITICAL AREA	DENOTES ENTRY TO AREA TO BE PROTECTED FOR AN ILS SIGNAL OR APPROACH AIRSPACE	LOCATED ON TWYS WHERE THE TWYS ENTER THE NAVAID CRITICAL AREA OR WHERE AIRCRAFT ON TWY WOULD VIOLATE ILS APPROACH AIRSPACE
	MANDATORY: NO ENTRY	DENOTES AIRCRAFT ENTRY IS PROHIBITED	LOCATED ON PAVED AREAS THAT AIRCRAFT SHOULD NOT ENTER
	TAXIWAY LOCATION	IDENTIFIES TAXIWAY ON WHICH AIRCRAFT IS LOCATED	LOCATED ON TWY BY ITSELF, AS PART OF AN ARRAY OF TWY DIRECTION SIGNS, OR COMBINED WITH A RWY/TWY HOLD SIGN
	RUNWAY LOCATION	IDENTIFIES THE RWY ON WHICH THE AIRCRAFT IS LOCATED	LOCATED WHERE THE <u>PROXIMITY</u> OF TWO RWYS TO ONE ANOTHER COULD CAUSE PILOT CONFUSION
	RS A/O FZ BOUNDARY/ RWY APPROACH AREA BOUNDARY	IDENTIFIES EXIT BOUNDARY FOR AN RSA/O FZ OR RWY APPROACH	LOCATED ON TWYS ON <u>BACK SIDE</u> OF RWY/TWY HOLD SIGNS OR RWY APPROACH AREA HOLD SIGNS
	ILS CRITICAL AREA BOUNDARY	IDENTIFIES CRITICAL AREA EXIT BOUNDARY	LOCATED ON TWYS ON <u>BACK SIDE</u> OF ILS CRITICAL AREA SIGNS
	DIRECTIONAL: TAXIWAY	DEFINES DESIGNATIONS/ DIRECTIONS OF TWY LEADING TO INTERSECTION	LOCATED ON <u>L SIDE</u> , PRIOR TO <u>INTERSECTION</u> , WITH AN ARRAY L TO R IN CLOCKWISE MANNER
	RUNWAY EXIT	DEFINES DESIGNATIONS/ DIRECTIONS OF EXIT TWYS FROM THE RUNWAY	LOCATED ON THE SAME SIDE OR RUNWAY AS EXIT, PRIOR TO EXIT

<u>EXAMPLE</u>	<u>TYPE OF SIGN</u>	<u>PURPOSE</u>	<u>APPLICATION/LOCATION</u>
	OUTBOUND DESIGNATION	DEFINES DIRECTIONS TO TAKE-OFF RWYS	LOCATED ON TWY ROUTES TO RWY. NEVER COLLOCATED WITH OTHER SIGNS
	INBOUND DESIGNATIONS	DEFINES DIRECTIONS TO DESIGNATIONS FOR ARRIVING AIRCRAFT	LOCATED ON TWY ROUTES TO DESIGNATION. NEVER COLLOCATED WITH OTHER TYPES OF SIGNS
	TAXIWAY ENDING MARKER	INDICATES TAXIWAY DOES NOT CONTINUE (BEYOND INTERSECTION)	INSTALLED AT TWY END/ FAR SIDE OF INTERSECTION IF VISUAL CUES ARE INADEQUATE
	DISTANCE REMAINING	DISTANCE REMAINING INFO FOR TAKE-OFF/ LANDING	LOCATED ALONG THE SIDE OF THE RUNWAY AT 1,000' INCREMENTS

**Attachment 6****TDY/CONTRACTOR BRIEFING CERTIFICATION SHEET**

1. TDY/Contractor personnel must possess a valid AF Form 483, Certificate of Competency, from their home station. Those personnel not in possession of a valid AF Form 483 must complete the Peterson AFB (PAFB) flightline driver training program prior to operating a vehicle on the PAFB ramp (permanently assigned contractors must complete the PAFB flightline driver training program prior to operating a vehicle on the PAFB ramp).

**NOTE:** Flightline driving authorization is for the Peterson AFB ramp only. Personnel requiring access into the Aircraft Operations Area (i.e. – taxiways, runway or controlled movement areas) must have two-way radio contact with, and approval from, the FAA Air Traffic Control Tower and must possess a valid Security Identification Display Area (SIDA) badge (issued by the City of Colorado Springs Airport) or be under the escort of personnel meeting the above requirements.

2. TDY/Contractor personnel will be briefed on the following items (See 21 SWI 13-213), as a minimum:

- a. PAFB Flightline boundary limits. Particular attention to Taxiway Bravo must be emphasized.
- b. Distinguished Visitor (DV) aircraft operation locations.
- c. FOD checks.
- d. Fire station mandatory stop areas.
- e. Aero club mandatory stop areas.
- f. Driving lane location, traffic flow direction and yielding procedures.
- g. Speed limits.

3. TDY/Contractor personnel will be briefed on any additional requirements/restrictions for operating a vehicle on the flightline, as required, dependant upon their particular mission and needs.

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Trainer's Rank/Name/Date

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Trainee's Rank/Name/Date